

USS Plymouth Rock (LSD29)

Newsletter May- August 2018, 50th Edition

Welcome to the USS Plymouth Rock Newsletter

The USS Plymouth Rock Newsletter is a publication issued every four months by the USS Plymouth Rock Ships Association. If you would like to contribute an article, a piece of Navy or Plymouth Rock history, photo, memory or anything that might be of interest to you or other shipmates, you can send it as an e-mail to:

Bill Provencal, Association Secretary/Newsletter Editor at:

billinp@metrocast.net

or regular mail at:

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Recent Address/E-Mail/Phone/Numbers/Address Changes to the Ships Muster



Known Deceased Shipmates

For a complete listing of deceased shipmates, visit our Memorial Page in the ships website

James Luttrell, GM2, Plank Owner, E. Peoria, IL Deceased on May 20-, 2018.	A. Douglas Thibodeau, SM2, Marlborough, CT. Deceased July 13, 2018



Thank You's

We would like to thank the following shipmates/friends/organizations for providing pictures, information and articles to the website, the Ships Association and newsletter.

Andi Dussault	USS Whetstone LSD27	Facebook
Gene Maddaloni, RMC		



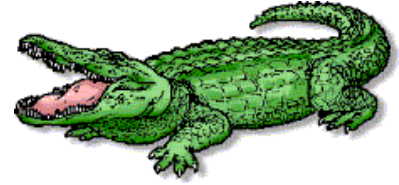
Ships Store Items

To view all of the items in the Ship Store go to the ships website at ussplymouthrock.com , select Ships Store Link



NOTICE

The 2018 Ships Reunion for Newport RI has been cancelled



USS Plymouth Rock (LSD29) Association

After speaking with the Association Officers in the last few days, it is the opinion of all of us to cancel the 2018 Reunion. We all feel that the small amount of reservations received indicates minimal interest in the reunion. This has not been an easy decision for any of us, but with declining membership we felt it was best to cancel the 2018 reunion in Newport, RI.

We have yet to decide on the continuation of the Association. We will continue to operate through December, 2018 and depending on the interest from our members we will make a decision at that time. What we need first of all is someone to step up to the plate and assume the role of President. Without a President we cannot continue to function as a viable Association. We plan to keep all of you informed as to our status through the ships Newsletter.

Thank you for all the support you have given us for the past 19 years. Without it we would not have been able to enjoy the reunions we have had, publish the newsletters and continue with the website.

Thank you

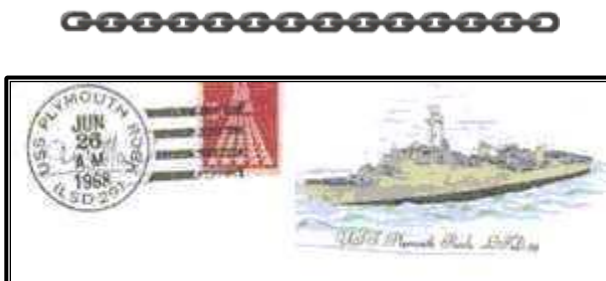
Tom Wagner, Bill Haynie, David Dortch, Bill Provencal and Shorty Cyr



HELP WANTED

If we are to continue as a viable association, we need some volunteers for positions in the Ships Association.

The first position we need to fill is that of President. Tom Wagner, our current President has indicated that that he is resigning. The position includes the responsibility of managing the Association, communicating with other officers as needed, it is an absolute requirement that we have a President. If you are interested in this, please communicate your wishes to either myself Bill Provencal at billinp@metrocast.net or David Dortch at tazrhondave@yahoo.com



Hi Bill, Just want to pass along a big thank you for the newsletter. I know it must be a lot of work and it is appreciated.

I meet with a group of veterans from my church once a month for dinner and sea stories. Most of the guys are sailors and not one but me has a ships association that sends out a newsletter. I think the group enjoys the Plymouth Rock newsletter as much as I do. :O)

Thanks to everyone who keeps the memories alive, Ron Swearingen

Hello Bill-

I am a former PRock shipmate- I was communications officer on the ship from 1969-1971.

I believe I met you at the reunion in Virginia Beach in 2014- but to tell the truth, I didn't attend any of the activities then. You see, I was born and raised in Virginia Beach but have lived in California for the past 40 years and never returned since I separated from active duty in 1971.

Sorry to say, I spent all my time during the reunion visiting my old friends and relatives in the area. However, I did have dinner with Shorty Cyr and his wife the first night, though- Shorty brought me many of the radio skeds (usually at 3:00 AM!) during those years.

The reason I'm writing is that I thought the January-April edition of the newsletter was exceptionally well done! Especially the piece titled... "I like being a sailor".

Even though I was an officer, I also liked watching the sunrise on the open bridge as OOD and having the salt spray in my face.

Remember, in the early 70's, the PRock had a truly open bridge- no windows of any kind facing forward- just a four foot high metal barrier in front of the compass, voice tube, radar repeater and engine order telegraph.

I remember that, in rough seas, the sea would enter the hawse pipes and be thrown up on the open bridge every minute or so- bracing! The OOD (and the rest or the bridge crew) would anticipate this and duck down every 60 seconds or so,

then stand back up... and we would do this for a four hour watch- better than going to the gym!

I also remember with fond memories other things in the article... I was the special sea and anchor detail OOD in 1970-71 and I even had the bos'n's mate teach me how to pipe "Sweepers..." on the bos'n's pipe (which I did on the ship many times)... The camaraderie was terrific! The fact that our main cruising grounds then was the Caribbean didn't hurt either...(However don't ask me about my assignment as Senior Shore Patrol Officer on St Thomas in 1970- that 151 proof rum that most of our crew found made for rough SP duty those two nights there!).

After four years as a Naval Officer I can also proudly say..."I was a sailor. I was part of the Navy and they Navy will always be a part of me."

The reason for this E mail is that I would like to get three additional newsletters if they are available.

I would like to send them to some officers that I served with and have been in contact with- LT. Bill Seyboth (Navigation Officer) and LT (jg) Fred Eliason (CIC Officer). They are not members yet...perhaps they would join.

I believe that you have my mailing address to send the extra copies.

I am happy to sent you a check for any expenses in providing these extra copies.

Thanks... and a big Bravo Zulu for a great edition!

All of the editions bring back good memories...

(ex) LT. Van Tunstall
Aptos, California

Received an e-mail from Jamie Luttrell . "I just wanted to let everyone know that after a hard fought battle against Alzheimer's disease, my father passed away on May 20, 2018, at the age of 85. He thoroughly enjoyed being a part of the Plymouth Rock family and was buried with his Plymouth Rock hat. Thank you for maintaining this group and giving my Dad some great memories."

Jamie Luttrell-Houlihan

Note: James Luttrell was a GM2, on board 7/54-56 and was a "Plank Owner"



M y
A ss
R ides
I n
N avy
E quipment

Contributed by Andi Dussault



USS Plymouth Rock underway before deploying to the Mediterranean for a tour with the Sixth Fleet , 8 April 1963. Note the experimental retractable sonar fitted to the bow.



US Navy Photo #1089896 from the collections of the US Naval Historical Center.



Starboard quarter view of USS Plymouth Rock



Images of the Plymouth Rock acquired from Facebook



USS Plymouth Rock being dismantled



E Division 1981-83



At Guantanamo Bay Cuba, 1979



USS Plymouth Rock, Caribbean, 1979





Caribbean Island hopping, 1979



Gun Mount, Caribbean Island Hopping, 1979



Missile Launch Telemetry Equipment, Island Hopping, 1979





A LITTLE HUMOR

I found this timely, because today I was in a store that sells sunglasses, and only sunglasses. A young lady walks over to me and asks, "What brings you in today?" I looked at her and said, "I'm interested in buying a refrigerator." She didn't quite know how to respond.



How A Civilian Can Simulate Being A Sailor

- 1. Buy a steel dumpster, paint it gray inside and out, and live in it for six months.**
- 2. Run all the pipes and wires in your house exposed on the walls and repaint your entire house every month.**
- 3. Renovate your bathroom. Build a wall across the middle of the bathtub and move the shower head to chest level. When you take showers, make sure you turn off the water while you soap down. It is important that the shower drain is plugged and that the shower be filled with dirty shower water from the previous 4 occupants. Finally, there must be a trail of dirty shower running down the hallway past your living quarters.**
- 4. On Mondays, Wednesdays, and Fridays, turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they use too much water during the week, so no bathing will be allowed.**
- 5. Raise your bed to within 6 inches of the ceiling, so you can't turn over without getting out and then getting back in.**
- 6. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 3 hours after you go to sleep, shine a flashlight in your eyes, and say "Sorry, wrong rack."**
- 7. Have your neighbor come over each day at 0500, blow a whistle so loud Helen Keller could hear it, and shout "Reveille, reveille, all hands heave out and trice up."**
- 8. Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your back yard at 0600 while she reads it to you.**
- 9. Submit a request chit to your father-in-law requesting permission to leave your house before 1500.**

- 10. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not. (Now sweepers, sweepers, man your brooms, give the ship a clean sweep down fore and aft, empty all sh*t cans over the fantail.)**
- 11. Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering it to you.**
- 12. Watch no TV except for movies played in the middle of the night. Have your family vote on which movie to watch, then show a different one.**
- 13. When your children are in bed, run into their room with a megaphone shouting that your home is under attack and ordering them to their battle stations. (Now general quarters, general quarters, all hands man your battle stations.)**
- 14. Make your family menu a week ahead of time without consulting the pantry or refrigerator.**
- 15. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.**
- 16. Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread. (midrats)**
- 17. Set your alarm clock to go off at random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the backyard and uncoil the garden hose.**
- 18. Every week or so, throw your cat or dog in the pool and shout "Man overboard port side!" Rate your family members on how fast they respond.**
- 19. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup "Stove manned and ready." After an hour or so, speak into the cup again "Stove secured." Roll up the headphones and paper cup and stow them in a shoebox.**
- 20. Place a podium at the end of your driveway. Have your family stand watches at the podium, rotating at 4 hour intervals. This is best done when the weather is worst. January is a good time.**
- 21. When there is a thunderstorm in your area, get a wobbly rocking chair, sit in it and rock as hard as you can until you become nauseous. Make sure to have a supply of stale crackers in your shirt pocket.**
- 22. Make coffee using eighteen scoops of budget priced coffee grounds per**

pot, and allow the pot to simmer for 5 hours before drinking.

23. Have someone under the age of ten give you a haircut with sheep shears. Sew the back pockets of your jeans on the front.

24. Every couple of weeks, dress up in your best clothes and go to the scummiest part of town. Find the most run down, trashiest bar, and drink beer until you are hammered. Then walk all the way home.

25. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney World for "liberty." At the end of the 6th week, inform them the trip to Disney World has been cancel



What's for Dinner? How about Beef Stew?

• 600 lbs Beef, diced, thawed • 16 lbs. Flour, wheat, sifted • 2 1/2 lbs. Salt • 8 oz black Pepper • 8 oz Dehydrated garlic • 20 lbs Melted Shortening

Dredge beef in mixture of flour, salt, pepper and garlic. Shake off excess. Brown beef in hot shortening in steam-jacketed kettle. • 50 gals. Hot water • 100 #10 cans Canned crushed tomatoes. • 20 tbsp. Thyme • 80 bay leaves

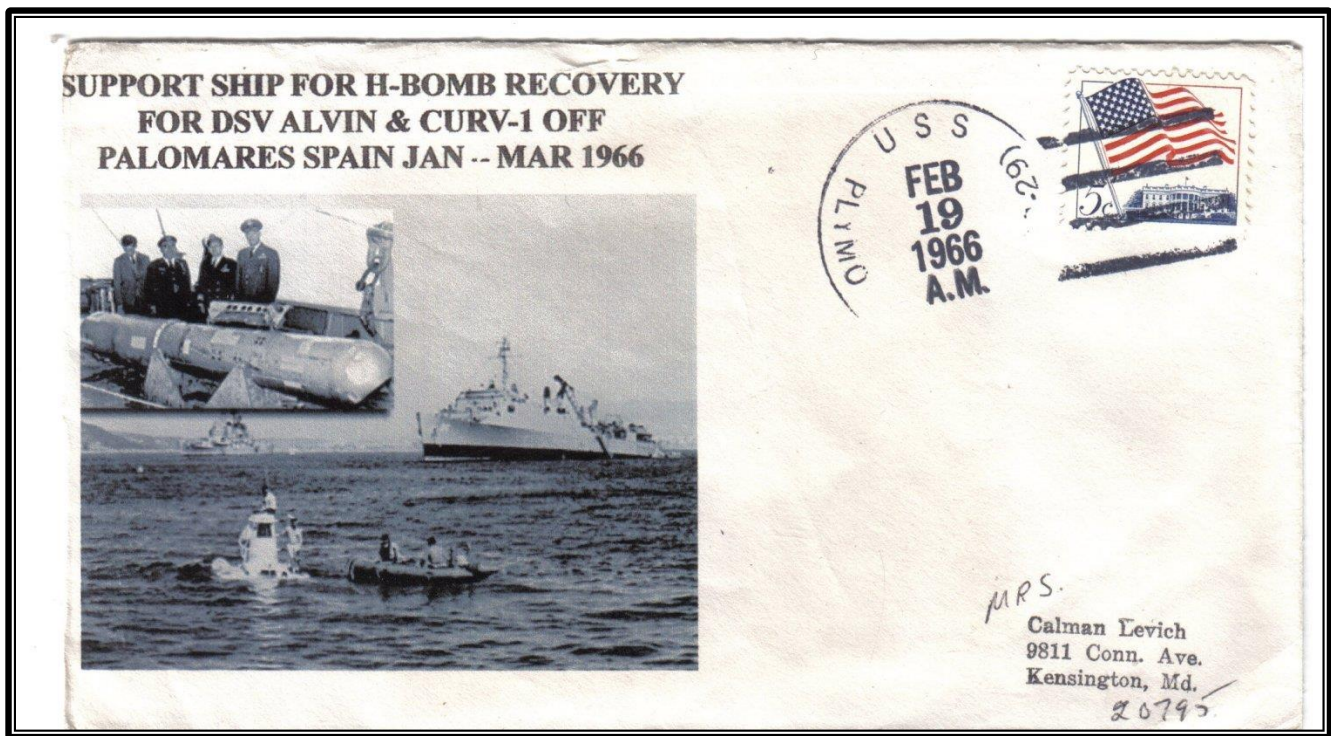
Add water, tomatoes, thyme and bay leaves to meat. Cover, simmer 2 hours. • 160 lbs. Carrots, fresh,, 1/2 inch rings

Add carrots, to beef mixture Cover, simmer 15 minutes. • 80 lbs, Celery, fresh, 1 inch pieces • 24 lbs dry onions, in quarters • 200 lbs white potatoes, peeled, in pieces • 2 1/2 lbs salt • 20 lbs Flour, wheat, sifted • 20 gals. Cold water

Add celery, onions, potatoes and salt. Stir to mix. Cover; simmer 20 minutes or until vegetables are tender. Remove bay leaves. Thicken gravy, if desired. Combine flour and water. Add to stew while stirring. Cook 5 minutes or until thickened. Yields 2000 1 1/2 cup portions.

There, you have one entrée of one meal served on the USS Midway





H Bomb Recovery

Postal cachet dated Feb. 19, 1966. USS Plymouth Rock was a support ship for the H Bomb recovery for the Alvin and Curv-1 off Palomares, Spain January – March 1966.



THE OLD OUTFIT

Come gather round me lads and I'll tell you a thing or two about the way we ran the Navy in nineteen forty two when wooden ships and iron men were barely out of sight. We wore the ole bell bottoms with a flat hat on our head and we always hit the sack at night...we never "went to bed." Our uniforms were worn ashore and we were mighty proud. Never thought of wearing civvies, in fact, they were not allowed. Now, when a ship puts out to sea, I'll tell you son, it hurts, when suddenly you notice that half the crew's wearing skirts! And it's hard for me to imagine a female boatswains mate, stopping on the Quarter Deck to make sure her stockings are straight. What happened to the KiYi brush and old salt-water bath? Holy stoning decks at night cause you stirred old Bosn's wrath! We always had our gedunk stand and lots of pogeys. And it always took a hitch or two, just to make a rate. In your seabag all your skivvies were neatly rolled and stopped. And the blankets on your sack had better have a three-in fold. Your little ditty bag...it's hard to believe just how much it held, and you wouldn't go ashore with pants that hadn't been spiked and belled. We had scullery maids

and succotash and good old S.O.S. And when you felt like topping off, you headed for the mess. Oh we had our belly robbers, but there weren't too many gripes. For the deck apes were never hungry and there were no starving snipes. Now, you never hear of Davey Jones, Shellbacks or Polliwogs and you never splice the main brace to receive your daily grog. Now you never have to do a watch or stand the main event. You even tie your lines today; back in my time they were bent.

We were all two-fisted drinkers and no one thought you sinned if you staggered back aboard your ship, three sheets to the wind. And with just a couple hours of sleep you regained your usual luster and bright eyed and bushy tailed, you still made morning muster. Rocks and shoals have long since gone and now it's U.C.M.J. Back then the old man handled everything if you should go astray. Now they steer the ships with dials and I wouldn't be surprised if some day they sailed the damned things from the beach, computerized.

So when my earthly hitch is over and the good Lord picks the best, I'll walk right up to Him and say, "Sir, I have but one request. Let me sail the seas of Heaven in a coat of Navy blue, like I did so long ago on earth, way back in forty-two.



USS Manchester LCS14)



An independence variant littoral combat ship recently commissioned at Portsmouth, NH on May 26, 2018. She is the 12th littoral combat ship and the 7th of the independence variant which features a trimaran hull able to operate at high speeds (40+ knots). USS Manchester (LCS-14) is an Independence-class littoral combat ship in the United States Navy. She is the second ship to be named for Manchester, New Hampshire.

The ship's keel was laid on 29 June 2015, at Mobile, Alabama. The initials of New Hampshire senator Jeanne Shaheen, the ship's sponsor, were welded into the hull of Manchester during the traditional keel laying ceremony. Manchester was christened on 7 May 2016 and launched on 12 May 2016. She was commissioned on 26 May 2018.

The LCS class consists of two variants - the Freedom variant and the Independence variant - designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin (for the odd-numbered hulls, e.g. LCS 1). It is a steel monohull design constructed by Lockheed Martin in the Fincantieri Marinette Marine Corporation's shipyard in Marinette, Wisconsin. The Independence variant is an aluminum trimaran design originally built by an industry team led by General Dynamics Bath Iron Works for LCS 2 and LCS 4. Currently, Independence variant LCS (LCS 6 and subsequent even-numbered hulls) are constructed by Austal USA in the company's Mobile, Alabama, shipyard.

LCS are outfitted with reconfigurable payloads called mission modules (made up of mission systems and support equipment), which can be changed out quickly. These modules combine with crew detachments and aviation assets to become complete mission packages that deploy manned and unmanned vehicles and sensors in support of mine countermeasures, anti-submarine warfare or surface warfare missions.

NOTE: My initial interest in the ship is that it was commissioned in my home state of New Hampshire and is named after our largest city. I unfortunately was not invited to the commissioning, so I did not see her in Portsmouth.



AM I GETTING TO BE THAT AGE?

I found this to be quite appropriate now that I am 80 years of age
Bill Provencal, Newsletter Editor

I was thinking about old age and decided that old age is when you still have something on the ball but are too tired to bounce it.

When people see a cat's litter box, they always say, "Oh, have you got a cat?"
Just once I want to say, "No, it's for company."

Employment application blanks always ask who it to be called in an emergency.
I think you should write, 'An ambulance.'

Birds of a feather flock together and then potty on your car.

The older you get the tougher it is to lose weight because by then your body and
your fat have gotten to be really good friends.

The easiest way to find something lost around the house is to buy a
replacement.

Did you ever notice: The Roman Numerals forty (40) are XL.

Did you ever notice: When you put the 2 words 'THE' and 'IRS' together, it
spells 'Theirs...'

Aging: Eventually you will reach a point when you stop lying about your age and
start bragging about it.

Some people try to turn back their 'odometers'. Not me. I want people to know
'why' I look this way. I've traveled a long way and some roads aren't paved.

You know you are getting old when everything either dries up or leaks.

Ah! Being young is beautiful but being old is comfortable.....



Breaking News

Troubling US Navy review finds widespread shortfalls in basic seamanship

WASHINGTON — A three-month internal review conducted by senior U.S. surface fleet leaders found some or significant concerns with the ship handling skills of nearly 85 percent of its junior officers, and that many struggled to react decisively to extricate their ship from danger when there was an immediate risk of collision, according to an internal message obtained by Defense News.

Led by the Surface Warfare Officer School, officer of the deck competency checks were conducted on a random selection of OOD-qualified first-tour division officers (the newest officers in the fleet) in underway bridge navigation simulators fleet-wide between January and March. Of the 164 officers who were evaluated, only 27 passed with “no concerns.” Another 108 completed with “some concerns,” and 29 had “significant concerns,” according to the message, which was released by the Navy’s top surface warfare officer Vice Adm. Richard Brown.

Among the shortfalls identified in the checks:

- Officers struggled with operating radars and the associated tools at hand, an issue that emerged in the wake of the Fitzgerald accident.
- Officers had a firm grasp of the international rules of the road for navigating ships at sea, but struggled to apply them practically during watch standing, especially in low-visibility situations.
- Most officers were able to keep clear of close encounters with other ships in the simulator but those that found themselves in extremis “were often ill-equipped to take immediate action to avoid collisions” — a factor that was a direct contributor to the loss of life in both the John S. McCain and Fitzgerald collisions in 2017.



Sailor’s Life at Sea (And a Little Poetry) The Rookie’s Prayer
(by Sea Going Tony, Newport, 1910)

Now I lay me down to sleep, I pray the Lord my gear to keep, Grant no other sailor’ll take
socks Or shoes before I wake.

Lord please guard me in my slumber, And keep this hammock on its number, May no clews
nor lashings break And let me down before I wake.

Keep me safely in thy sight, Grant no fire drills at night, And in the morning let me wake,
Breathing scents of sirloin steak.

God protect me in my dreams, And make this better than it seems, Grant the time may swiftly fly, When myself shall rest on high. In a snowy feather bed,

Where I long to lay my head, Far away from all these scents, From the smell of half-baked beans.

Take me back unto the land, Where they don't scrub down with sand, Where no demon typhoon blows, Where women wash the clothes.

God thou knowest all my woes, Feed me in my dying throes, Take me back, I'll promise then, Never to leave home again.

Vocabulary Rookie: Used in this poem to mean a new recruit in the Navy.

On its number: Upon boarding a new ship, each seaman was assigned a number for all of his belongings. Sailors then hung their hammocks on the appropriate numbered hook each day.

Clews: Lines by which a hammock is suspended.

Lashings: Something used for binding or fastening a hammock.



Why Engineers are referred to as Snipes

The engineering staff aboard ship are also called snipes. The term arose from the mid 19th century days of the steamships propelled by coal, when all those working on or near the engines were perpetually covered with coal dust. Most modern ships are powered by diesel fuel and a few by nuclear engines. The origin of referring to engineers/mechanics as Snipes is in reference to John Snipes, a naval engineman who demanded more privilege

and rights for the steam engineers. In Medieval days up till the early 1800's there were no engines and no Snipes. Around about 1812 the Navy obtained their first paddle wheel steamer named the USS Fulton. To run the boiler and engine, men of steam were also acquired. They were not sailors, but engineers from early land based steam engines.

From the beginning the sailors did not like or appreciate these landsmen and their foul smoky plants, their constant filth and the harsh language. They were treated with contempt and pretty much given the short end of the stick. In spite of all this the steam engine prevailed. There were two crews, however: the Engineers and the Deck crew. There was much strife between the two departments as the engineers felt unappreciated for their constant hard work and effort as the Deck force would often be sleeping, lounging or enjoying liberty. Soon an Engineer Officer was appointed to each ship. He was the Engineer master and all the Engineers reported to him. The Deck sailors reported to the Ships master. Curiously, the two masters were on equal footing and neither was over the other. The Deck Master, though, was in the best position. He controlled the quarters and rations. The Engineers were still at the mercy of the deck gang.

By the height of the civil war, as steam was taking over and sails were disappearing, the old Admirals that controlled the Navy were in a quandary what to do about the situation. They accomplished a couple of things. First, they managed to make the senior Master a Captain. As Captain he was in overall command of the ship and the Engineering officer reported to him. Being as how there were occasions that the Engineer master outranked the ships master something had to be done to keep the Engineer from becoming "Captain". To solve this problem they developed two separate Officer Branches: Staff and Line. Only Line Officers could succeed to command. Staff Officers would always be subservient to Line

Officers at sea. Staff Officers consisted of Surgeons, Supply and yes, Engineer officers. To this day that is still true. The second change was to make all engineers Navy men, however they were also made junior to all deck sailors. A petty officer machinist was junior to a deck seaman third. All this went to make the life of the engineers even more miserable. They could now be flogged and harassed at will by the Deck crew. Along about this time came an Engineer Officer by the name of John Snipes. It is not known the name of the ship he first appeared on, but he was a different cut from the others. He demanded sleeping accommodations and food equal to the Deck gang. He also declared that there would be no more harassment for his gang. When the ship's Captain laughed at him, Snipes simply had his men put out the fires in the boiler. To make a long story short, John Snipes brought about the changes in the system. In time, these changes extended to the entire Naval fleet. The Engineers became strictly "hands off" for the Deck gang. They became known as Snipe's men and over the years as just Snipes.

It is curious to investigate the history that followed. They established what was to become a huge bureaucracy known first as the Bureau of Ships and later as NAVSEA. To fill seagoing billets deck officers were given enough training to be appointed as Engineer Officers on board ships to fill vacated positions. Senior men were elevated to the ranks of Warrant Officer and later "Limited Duty Officer". Note that the term ships "Engineering Officer" is reserved for an actual EDO. A Deck officer, Warrant Officer, or Limited Duty Officer serving as ships Engineering Officer is officially a ships "Engineer Officer". In late 1975 the only EDO's aboard ships were on Carriers. On the enlisted side, the Engineering gang came to be called "Artificiers" in about 1913. They wore their rating badges on the left arm while the deck types wore right arm rates. In 1949 this right arm, left arm stuff gave

way. All petty officers wore their rating badge on the left arm; however, the navy established what was known as precedence of rate list in which all ratings were equal but some were more equal than others! A BM2 was still senior to an MOMM2 regardless of the date of rate. This went on until about 1966 when the order of precedence went out in favor of the date of rate. It's interesting to note that all this junior senior business only went on out of the holes. As you Snipes all know, our own code of seniority was used in the machinery spaces which dealt a lot into who was qualified to operate what. I'm proud to be a Snipe.



A LITTLE HUMOR

MOST OF OUR GENERATION WERE HOME SCHOOLED!!!

- 1. My mother taught me TO APPRECIATE A JOB WELL DONE. "If you're going to kill each other, do it outside. I just finished cleaning."**
- 2. My mother taught me RELIGION. "You better pray that will come out of the carpet."**
- 3. My father taught me about TIME TRAVEL. "If you don't straighten up, I'm going to knock you into the middle of next week!"**
- 4. My father taught me LOGIC. "Because I said so, that's why."**
- 5. My mother taught me MORE LOGIC. "If you fall out of that swing and break your neck, you're not going to the store with me."**
- 6. My mother taught me FORESIGHT. "Make sure you wear clean underwear, in case you're in an accident."**

7. My father taught me IRONY. "Keep crying, and I'll give you something to cry about."
8. My mother taught me about ANTICIPATION. "Just wait until we get home."
9. My mother taught me about CONTORTIONISM. "Will you look at that dirt on the back of your neck!"
10. My mother taught me about WEATHER. "This room of yours looks as if a tornado went through it."
11. My mother taught me about ENVY. "There are millions of less fortunate children in this World who don't have wonderful parents like you do."
12. My mother taught me MEDICAL SCIENCE. "If you don't stop crossing your eyes, they are going to get stuck that way."
13. My mother taught me ESP. "Put your sweater on; don't you think I know when you are cold?"
14. My father taught me HUMOR. "When that lawn mower cuts off your toes, don't come running to me."
15. My mother taught me about my ROOTS. "Shut that door behind you. Do you think you were born in a barn?"
16. My mother taught me WISDOM. "When you get to be my age, you'll understand."
17. My father taught me about JUSTICE. "One day you'll have kids, and I hope they turn out just like you!"